

## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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SECURITY INFORMATION

COUNTRY USSR (Belorussian SSR)  
SUBJECT Installations at Mogil'ov

REPORT NO.

25X1A

DATE DISTR. 21 May 1953

NO. OF PAGES 3

DATE OF INFO. 25X1C

REQUIREMENT NO. RD

PLACE ACQUIRED

REFERENCES

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  
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(FOR KEY SEE REVERSE)

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On the following page is a sketch of installations in the Mogil'ov area, with an explanatory legend on page 3.

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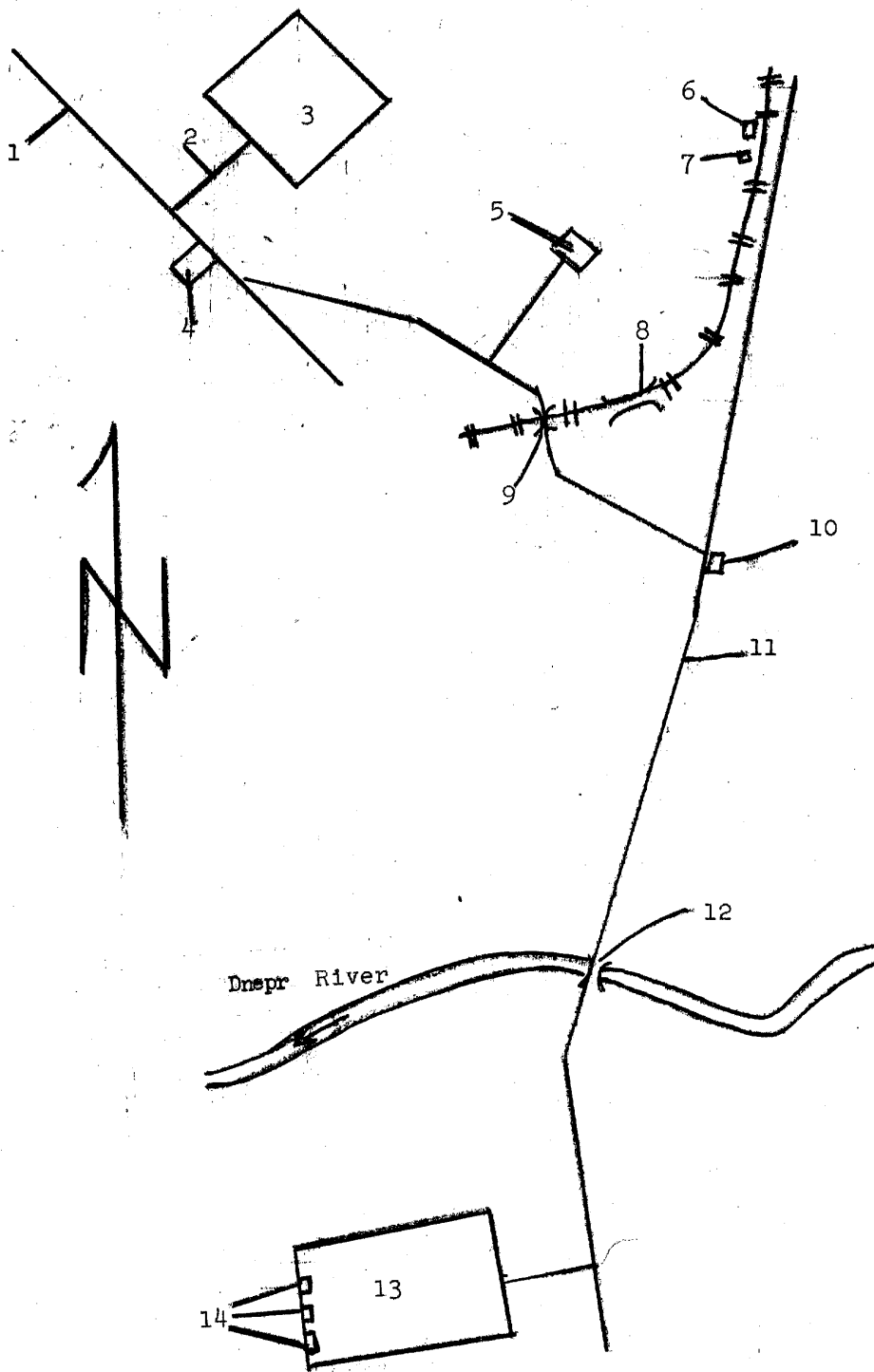
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Sketch of Installations in the Mogilëv Area

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ENCLOSURE: A (CONT'D)

- 3 -

LEGEND

1. Road: Minsk 5350N-2735E to Mogilev, 5354N-3021E, six meters wide, cobblestone from Mogilev to the north side of overpass Point No. 97. It was asphalt surfaced to a point one kilometer north of its intersection with the military camp road Point No. 27, and the remainder was surfaced with hard-packed rock.
  2. Road to the military camp, which had a guarded entrance.
  3. Military camp (Voyenny Gorodok), located about 1 1/2 km. from the main road Point No. 17; the camp area was approximately two kilometers wide length unknown. I have observed radar equipment, listening devices, and a few unidentified AAA pieces being transported to the camp.
  4. Ammunition dump, located two kilometers from a fork in the Minsk-Mogilev road; the dump was 30 m. back from the road in a wooded area 200 x 500 m., enclosed by a 2m-high, barbed-wire fence which was constantly guarded. I observed many concrete huts in the area.
  5. Military Hospital
  6. POL dump, located north of and adjacent to the RR station Point No. 17 and known as Tretya Baza. 25X1X
- 25X1
7. Railroad station
  8. RR bridge, steel, double track; it spanned a ravine and stream.
  9. Roadway overpass; a stone bridge 40 x 6 x 30 m. A double-track RR line passed under it.
  10. Government Building (Dom Pravitelstva); a large, six-story, white, brick office building; dimensions unknown. I assumed MGB and MVD offices were located there, among others.
  11. Ul. Igo Maya; the main street in Mogilev, cobblestone, six meters wide with sidewalks on both sides and intermittent street lights.
  12. Vehicular and pedestrian steel bridge, 10 m. wide, which spanned the Dnipro River. 25X1A
  13. Airfield.  Comment:  was not certain of the location, but assumed it to be in this locality and general direction. He was unable to draw a memory sketch. I never visited the airfield itself, but passed by it many times and observed three runways, several taxi-strips, (concrete or asphalt surfaced), and a number of buildings. It was a military airfield. I observed MIG-15's and unidentified twin-jet aircraft landing and taking-off from the field. I believe the aircraft were kept either in hangars or in the underground hangars Point No. 147, because I never observed many aircraft parked on the field. I am sure that more aircraft were based at the field than were to be seen parked on the field. I can give no further information.
  14. Underground hangars. I presumed these three entrances to be entrances to underground hangars, cut into the raised portion of the ground at the western edge of the field. I observed these entrances from the road; they appeared to be constructed of reinforced concrete, 20 m. wide and 4 m. high. Concrete or asphalt-surfaced taxi-strips led to each entrance from the airfield; however, I never observed aircraft being towed or taxiing into or from these entrances.

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